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Summary Report

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

# PROBABLE PATROL BOAT CONSTRUCTION AND SHIPYARD **EXPANSION ACTIVITY AT MANGALIA** SHIPYARD CALA DE ADOCARE ROMANIA (TSR)

**Top Secret** 

**MARCH 1978** 

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# Warning Notice Sensitive Intelligence Sources and Methods Involved (WNINTEL)

## NATIONAL SECURITY INFORMATION Unauthorized Disclosure Subject to Criminal Sanctions

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#### DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-

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NOCONTRACT-

Not Releasable to Contractors or

Contractor/Consultants

PROPIN-

Caution-Proprietary Information Involved

USIBONLY-

USIB Departments Only

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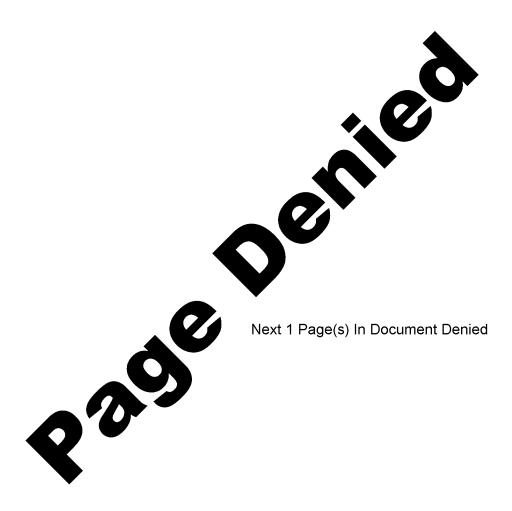
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| PROBABLE PATROL BOAT CONSTRUCTION AND SHIPYARD EXPANSION ACTIVITY AT MANGALIA SHIPYARD CALA DE ADOCARE, ROMANIA (TSR)  |               |
| (TSR) An expansion of the facilities and a significant increase in shin huilding activities  | 25 <b>X</b> 1 |
| have been observed at the Mangalia Shipyard Cala de Adocare in Romania. Original construction was completed and the shipyard was operational   | 25X1          |
| Expansion of the facilities had begun  A new fabrication   | 25X1          |
| building and an additional probable support building (Figure 1) were under construction.   |               |
| the new fabrication building appeared to be externally com-  | 25 <b>X</b> 1 |
| onstructed at the shipyard since it became operational, and the Tulcea-class barracks barge (APL) are currently constructed there an Osa-type hull was under construction on the open buildingway. Neither the bow nor superstructure were in place. Hull sections in the staging area in front of the new fabrication building indicated that at least one additional unit would be constructed. Although these hull sections are approximately the same length and beam as those for the Osa-class guided missile patrol | 25 <b>X</b> 1 |
| boat (PTG), the position for the aft gun mount on these hulls is approximately 2 meters farther forward than the position on an Osa-class PTG. Because of these differences, the NPIC Interim Designator Mangalia-D will be assigned to these hull sections (Figures 1 and 2) to facilitate reporting  | 25X1          |
|  | 25X1          |
|  |               |

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